

The Randall County News

Published Every Friday.

The News Publishing Company
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Entered at postoffice at Canyon, Texas, as
second class matter. Office of publication,
West Evelyn street.

Subscription Rates.

One year, in county.....\$1.00
One year, outside of county.....1.25
Six months......75
Two months......25

Papers sent out of the county promptly dis-
continued at expiration of time paid for.

Contributors Notice.

The editor of this paper is anxious to receive,
from time to time, communications from its
readers, but we request that all such com-
munications be signed, not for publication,
but that we may know the source from which
the article comes.

Railway Time Table.

MAIN LINE, WEST BOUND.
No. 37 to Clovis..... 2:50 p. m.
No. 39 to Carlsbad..... 10:15 a. m.
No. 73 Local Freight..... 9:00 a. m.
MAIN LINE, EAST BOUND.
No. 38 from Clovis..... 10:00 a. m.
No. 40 to Kansas City..... 5:30 p. m.
No. 74 Local Freight..... 2:40 p. m.
PLAINVIEW BRANCH, NORTH B'ND
No. 28 to Amarillo..... 10:08 a. m.
No. 94 Local Freight..... 6:00 p. m.
PLAINVIEW BRANCH, SO. BOUND.
No. 27 to Plainview..... 2:40 p. m.
No. 93 Local Freight..... 8:10 a. m.
Trains No. 37 on the Main line leaving Can-
yon City at 2:50 p. m. is made up here and
Train No. 38 on the Main line arriving from
Clovis at 10 a. m. stops at this place.
Local freights and trains Nos. 37 and 38 don't
run on Sunday.

Come Out And Join the Boosters' Band!



Join the Boosters' Band and boost!
Don't stay home and go to roost!
Keep awake and make a spiel!
Put your shoulder to the wheel!

Try to help your town along!
Boost it loud and boost it strong!
Everybody lend a hand!
Come and join the Boosters' Band!

IT IS UP TO US.

Really the people of Randall county, as a whole, ought to be ashamed of themselves. At the meeting of Armstrong County citizens held last Saturday at the Beulah school house there was an unusual interest manifested in the new Canyon City-Galveston, by the way of Silverton Rail- way. Before the meeting broke up there was a good crowd of land owners present and every one of them signed the agree- ment except one poor lonesome man and he left before the meet- ing was over for fear that he would be convinced.

Now it is up to us. The coun- ties below us are practically ready with their portion of the work and still Randall county is behind. What in the world is the matter with you? Can't you see that you are delaying your own prosperity by stand- ing back and waiting on some one else to do the work? It is almost senseless for any person not to take an ACTIVE interest in this campaign for the advance- ment of the best interests of the county.

If this railroad proposition fails do you want to shoulder the responsibility? Do you want to have to think that you are at least partially responsible for

the failure because you would not help? There can be no other place where responsibility shall rest. Certainly it cannot rest upon those who do help. It will be solely to the apathetic interest of those who do not help that the enterprise fails. The counties below have done their duty and we think that this county will do their duty. Will you help? It is up to us.

A SAVING OF MONEY.

We note that quite a number of commissioners' courts of the state are writing the attorney general asking whether or not the court can abolish the office of treasurer of their county. We have nothing against any county officer, but we think that the office could be readily abolished under the present laws. The various counties are required to designate a county depository every two years, receiving bids for the money held on deposit. Of course these banks pay for the deposit and at the same time issue a bond to the county pro- tecting the county against loss. They are required and of course do keep books. If the bank was designated as treasurer a person holding a warrant could always know where to find the treasurer and in addition the county would save the amount paid out to the treasurer as his commissions for handling the funds for the county, when in fact he rarely ever has any money actually in his possession. The collector of taxes pays him the most of the money received and that is gen- erally paid by check which the treasurer deposits with the de- pository. It seems that arrange- ments could be made for the bank to make the general reports instead of a treasurer. The bank would balance up once a day while the treasurer is only re- quired to balance once in three months.

THE WILL OF THE PEOPLE.

And now the question is raised as to whether the school amend- ment voted upon on November 3rd has actually carried as re- quired by the Statutes and Con- stitution. Of those who voted upon the question the amend- ment carried by a large majority but the contention has arisen that it could not become a por- tion of the constitution for the reason that the amendment did not receive a majority of all the voters who voted upon the day of the election.

It seems a matter of justice to this editor that the amendmen t ought to be declared carried even though it did not receive a majority of the number of peo- ple who voted on that day. If a man voted not upon the question it was his fault and evidently showed that he was not against the proposition and therefore he should be counted as tacitly for the amendment. "Silence gives consent."

About two weeks ago a move- ment was started in Fort Worth to raise a bonus of \$100,000, to- gether with stockyard conces- sions, land and some other small items, for the purpose of induc- ing the establishing in that city of another packing house. Al- ready the Swartzchild & Sulz- berger Co., packers, through G. F. Sulzberger last Thursday an- nounced that they would and were considering the acceptance of the offer of Fort Worth for their own concern. If they do it will employ at least 2000 people. And they will spend their money in Fort Worth. Will it be worth the investment? Certainly.

Did you ever see a mule that wouldn't pull? Did you ever try to drive one? You know just how provoking it is, don't you? Well, the citizen who won't pull is just as provoking. Everybody wants to take a rail and maul the stuff- ing out of the balky one. He does not have the respect of any good citizen.

CAPITAL NOT REQUIRED.

The Record does not wish to appear in the light of being too insistent, but we would call at- tention to the fact that it does not always require capital to build a railroad. In fact, nearly all the great roads built now-a- days are first promoted by men with comparatively no means. To illustrate, some two years ago a number of men in Hereford up in the Upper Panhandle banded themselves together for the purpose of promoting a trunk line road from Trinidad, Colo., to the Gulf by way of Hereford. The Record editor happened to be one of the charter members of the company and also a direc- tor. In the charter which was secured from the state of Texas, it was specified that Hereford was to receive the general offices, the shops, etc. The first year found the company with only about twenty miles of the road graded and the work stopped on account of a lack of funds. So some of those plucky fellows up there set to work to find some one who would furnish the money to carry on the work, and now, as the second year is draw- ing to a close, a contract has been closed with a New York syndicate to complete the enter- prise from a northern connec- tion with the Rock Island through Hereford to the Gulf, making an important trunk line. The new company has already spent \$25,000 of their own money on the road, about forty miles of the grade now being completed. The general offices have been opened in Hereford and a large force of men is required to look after the clerical work. A number of large grading outfits are engaged and it is said cars will run into Here- ford over the new line by the middle of next year.

The point that we wish to make is that the original company had but little money—not more than \$10,000. The start which they made only opened up the way and showed to outside capital that a road was badly needed through the proposed territory and their work was at an end. What Hereford is doing is within range of the power of many other towns in this western country. It is only a question of "Shall we make the start?"—Vernon Record.

The people of Canyon City are now confronted with the same kind of proposition that was formerly before the Hereford people only the Randall county proposition is much more favor- able to our people. It will only take a little hustle on the part of our citizens to make Canyon City the beginning point of one of the most profitable cross-state lines of railway in the state.

At last H. Clay Pierce, after costing the state many thousands of dollars, has come back into the state, been wine and dined by some of the "leading citi- zens," made his little bond and has gone on his way in his private car rejoicing. H. Clay Pierce has money. Heaps of money and therefore is able to command the "respect" of the officers of the state. While he was nominally in the custody of the officers for a couple of hours we doubt if the officers spoke a dozen words to him about his trouble—at least did not try to secure from him a confession of his guilt, as would have been the case had he not been a plutocrat. Recently a man by the name of William Hatfield was "suspected" of being connected with some crime in California. He was immediately arrested and jailed, taken out of the state chained to the seat of the car and given the very least of accommodations, according to newspaper reports. Hatfield was a poor farmer. Pierce is a mag- nate. There is a difference be- tween the farmer and the mag- nate in the eyes of the law—according to the officers who are enforcing the law.

Amarillo does not seem too sure about the location of the new shops which the Santa Fe railway system will have to build on account of the recent fire in that city. A report has gone forth that the road would possibly build the new shops at Clovis. However, in a recent edition of the Daily Panhandle the statement is made that the

system had set aside \$200,000 for Santa Fe improvements in Ama- rillo. It seems that a definite statement from the railway offi- cials would be more consoling to the citizens of that town however.

The News has recently added very materially to its supply of printing material and now has the most up to date office for a local newspaper in this section of the country.

PULLING FOR OTHER THINGS.

We have been busy for a long time pulling for big things. Everywhere it is the same. The big things, the big things.

Why don't we work more than we do for some other things—some of the things that we have been inclined to think were smaller and would come of them- selves and knock—knock, knock, —at our doors?

What are these little things? Perhaps that cannot be answer- ed definitely. They vary so much in the lives of men and communities.

Perhaps they do not have to do with city improvements at all. Perhaps they have nothing to do with the acquiring of several sec- tions of land, nor with the pos- session of chattels. Possibly they are all within us—probably, even, they are.

They ARE within us. Within individuals and within communi- ties. Pulling for them means developing them. Sane, simple, healthy and healthful lives of men and of towns and of counties and of states and of the nation. That's it. That's a harder thing to do than pulling for big things.

Why don't men everywhere do these things that count so much for the real well-being of them- selves?—Hereford Democrat.

That's right. Pull for the lit- tle things as well as the large ones. A few little things will in- duce a larger one to come, and a larger one will induce several smaller things to materialize. In any event don't forget to "pull."

The Honey Grove Signal gives utterance to enough philosophy in a few lines hereto attached to justify their careful reading and thoughtful consideration:

The fellow who doesn't learn to be a good loser not only lacks that much of being a well-round- ed man, but he is very apt to grow into a very dangerous man. Down in Louisiana a few days ago a man who had lost out in a love affair followed his success- ful rival and bride into a train and shot the former dead. Had he been a good loser he would have congratulated the bride and groom, sent them a nice present, and perhaps have found a prettier girl later on; but being a fellow who had not trained himself to meet disappointment with a smile, he must spend his days in the penitentiary or a mad house. One of the first les- sons for a fellow to learn is that everybody and everything are not going to bend to his desires and whims. If he learns it well the chances are that he will be- come a good citizen; if he does not, he will go through life un- happy and the world will breathe a sigh of relief when he is finally called hence.

Since the Panhandle country made a clean sweep of orchard, field and garden prizes and purses at the Dallas fair, the author of the newly adopted ge- ography who slapped that sec- tion of Texas into the arid divi- sion of soil and climate, can square matters and make some money by getting a home among the Panhandle hustlers, raising 7-cent hogs and trying his hand at diversified crops. Let Texas grow.—Fort Worth Star.

Texas is bound to grow. It cannot help itself and be kept from it now. This Panhandle country is so widely advertised and comes so nearly being an ideal place to live and raise crops that we could not keep the peo- ple out if we wanted to do so. Texas sho' will grow.

Celery fresh from the garden, crisp as a new spring radish and as fine flavored as any that ever grew, at the Hauter place.

640 Acres For Sale

A fine section of land cornering with the city limits: 250 acres in cultivation. 100 acres of sub-irrigated alfalfa land. Living water in a running stream across the north end and plenty of fishing. Has a fine natural park with a beautiful grove of native trees.

This tract of land is finely located and will make an ideal home. It is close to school and is within the Canyon City Independent School district.

The soil is as good as any on the Plains and the price is attractive.

See me if you want a fine tract of land for an ideal home.

W. E. BATES

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Michigan Commercial
Mechanics and Traders

New York Underwriters
National
North River
National Union
Northern Assurance
North British & Mercantile
Providence of Washington
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NORTHWESTERN TITLE COMPANY
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